

DaimlerChrysler AG

Abstract

The invention relates to a stabilizing device (25) for stabilizing a vehicle (10) with regard to driving dynamics

- having presetting means (41) for determining a setpoint yaw rate signal (49) and having
- limiting means (45) for determining a limiting yaw rate signal (50) which represents a maximum yaw rate of the vehicle (10) in such a way that the vehicle (10) remains stable while taking into account the maximum yaw rate, and for limiting the setpoint yaw rate signal (49) to the limiting yaw rate signal (50) when the value of the setpoint yaw rate signal (49) exceeds the value of the limiting yaw rate signal (50). It is proposed that the stabilizing device (25) has actual value means (53) for making available a tilt angle signal (56) which represents the current tilt angle of the vehicle (10),
- in that the limiting means (45) contain tilt angle means for determining the limiting yaw rate signal (50) by reference to the tilt angle signal (56), and
- in that the stabilizing device (25) has generating means (42) for generating a steering intervention signal and/or at least one braking intervention signal by reference to the limited setpoint yaw rate signal (49).